2. Leveling:

   a. To level fuselage laterally, prop up the wing tips and test for horizontal on fuselage members, see Figure 3.
   b. To level longitudinally, prop up the tail and test for horizontal on the top longeron of fuselage aft of wing, see Fig. 3.

3. Rigging:

   a. The proper dihedral angle and angle of incidence are built into the wing and fuselage at the factory.
   b. Elevator and rudder control system rigging is accomplished by turn-buckles on the cables. Elevator cables are rigged to 30 $\pm$ 5 pounds tension. Rudder control system-tension is maintained by springs on rudder pedals. Cables should be rigged with turnbuckle threads flush with the barrel. Double-wrap turn-buckles in accordance with FAA Manual No. AC43.13-1, Figure 4.5, or MS33591.
   c. The Dive-brake/wheel-brake control linkage should be rigged so that there is no slack or lost motion when control is started. The wheel-brake cable is rigged so that the brake arm is actuated at the last 1-1 1/2" of control rod travel (after the dive-brakes have been effectively opened.)
   d. Tow hook release spring tension is checked by applying a force of 6-12 lbs. at the end of the release arm. The hook should then release. If the tension is not within this tolerance, the spring should be replaced. See Figure 2.

PREFLIGHT INSPECTION:

1. Inspect the following for condition, operation, security of attachment and/or other signs of failure.

   a. Wing and attachment bolts.
   b. Struts and strut attachment bolts.
   c. Stabilizer struts and attachment bolts.
   d. Stabilizer.
   e. Elevator.
   f. Fin.
   g. Rudder.
   h. Fuselage covering and structural tubing.
   i. Control cables.
   j. Controls and control system push rods.
   k. Ailerons.
   l. Dive-brakes and controls.
   m. Main wheel and brake.
   n. Tire (maintain tire pressure at 15 lbs.)